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CLUB WHISKY
Finest Value in the Colony.
\$14.00 Per Dozen.
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No. 13,163.

號九月六年五零百九千一英

HONGKONG, FRIDAY, JUNE 9, 1905.

日七初月五年巳乙

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REGULAR Weekly Departures for
EUROPE.
Parcels and Goods shipped to all parts
of the World.
All Expenses, including Duty and other
destination charges, may be paid by tender,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment or Transhipment.
Estimates for Freight and other charges
upon receipt of Public Consignments, Contents,
Weight and Value.
CHINA PARCEL EXPRESS
Office—3, DUDDELL STREET.
Hongkong, December 5, 1904. 1815

Intimations.

FIRE INSURANCE ASSOCIATION OF
HONGKONG.

NOTICE IS HEREBY GIVEN that
FIRE INSURANCE OFFICES will
be CLOSED for the Transaction of Public
Business on MONDAY, the 12th
instant, 'WHITE MONDAY.'
By Order,
J. E. BINHAM,
Secretary.
Hongkong, June 8, 1905. 1124

BANK HOLIDAY.

THE EXCHANGE BANKS will be
CLOSED for the Transaction of Public
Business on MONDAY, the 12th
instant, 'WHITE MONDAY.'
Hongkong, June 7, 1905. 1116

WANTED.

A FIRST-CLASS CHINESE CLERK
Apply to
ARRATTOON Y. AICAR & CO.,
45, Wyndham Street.
Hongkong, June 5, 1905. 1101

NOTICE.

HAVING Resigned my position as
Manager of Messrs DODWELL &
CO., LTD. at this Port on the 8th inst.,
and having returned here on SUNDAY,
the 29th inst., I have taken the opportunity
this day of returning to my late Board
of Directors in London the Power of
attorney granted to me on the 21st Novem-
ber, 1901.
E. J. MOSES.
Fenchow, 30 May, 1905.

NOTICE.

WE have this day established ourselves
at this Port as GENERAL MER-
CHANTS, Shipping, Insurance and Com-
mission Agents with branches at Hankow,
Shanghai and Colombo.
MOSS & CO. LTD.
Hong Name "MOW OHONG"
Hongkong, June 6, 1905. 1112

HONGKONG CITY GODOWN.

WE receive all kinds of non-hazardous
goods for Storage in well ventilated
and lighted EUROPEAN FIRST-CLASS
GODOWN. CENTRAL POSITION.
Rate of Fire Insurance 1/2 only.
For Particulars apply to
LUTGENS, BINSIMANN & CO.
Hongkong, May 27, 1905. 950

PERFECTION IN CHEESE.

EYSEN'S CRUSTLESS DUTCH
in Small Tins.
DUTCH CREAM CHEESE
in 1 Kilo Tins.
OF ALL DEALERS.
Hongkong, May 27, 1904. 1039

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.
WE beg to notify the Public generally
of Hongkong that we have just
OPENED a First-class Tonsorial Hall at
the above address. We make Cleanliness a
Specialty.
VICENTE BARCELILLA, Proprietor.
Hongkong, April 10 1905. 453

**THE POPULAR
SCOTCH
IS
BLACK & WHITE**



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
Sole Importers to
M. THE KIN
and
THE PRINCE OF WALES
Supplied at all the Leasing Clubs and
Hotels, and to be obtained from LANE
CRAWFORD & Co., Queen's Road
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W. S. BAILEY & CO.

SOLE AGENTS FOR
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STEAM PUMPS OF EVERY DESCRIPTION.

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JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,365 tons, Captain H. D. Jones.
s.s. TOWAN, 2,338 tons, Captain R. D. Thomas.
s.s. FATSHAN, 2,280 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,075 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,975 tons, Captain J. J. Lossine.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 5 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-
mer Time Table).
Departures from Macao to Hongkong daily at 8 a.m.
Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 9 a.m., and
returning from Macao at 7 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 218 tons, Captain T. Hanilla.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 688 tons, Captain J. Willor.
s.s. NANNING, 569 tons, Captain O. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 875 Tons, Captain E. Branch,
Makes a Round Trip to Wuchow (calling at all ports en route) and back every 6 days.
This Fine New Steamer has Excellent Saloon Accommodation and all Modern
Comforts.

Further particulars may be obtained at the Office of the :-
HONGKONG CANTON & MACAO STEAMBOAT CO., LD.
19 Bank Buildings, Queens' Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RAV'S MODERATE.
Hongkong, September 6, 1904. 1635

HARRIS-KEENEY COMPANY

BEG to announce that they HAVE OPENED A SHOW ROOM in PEDDER
STREET, Next to the Post Office, just opposite the main entrance to the Hong-
kong Hotel, with a full line of High-grade FIBRE, RATTAN and HARDWOOD
FURNITURE, etc., etc.
DON'T FORGET THE LOCATION.
Hongkong, April 22, 1905. 19

CLARK'S STUDIO,

4, ICE HOUSE STREET.
PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALTY.
Hongkong, October 5, 1904. 1812

FIVE POINTS

ABOUT
'SINGER' SEWING MACHINES.
PRICES CHEAPER THAN AT HOME.
FIVE YEARS' GUARANTEE.
FREE INSTRUCTION.
EASY PAYMENTS.
FREE REPAIRS AND CLEANING.
Hongkong, March 23, 1905. 1262

BOVRIL

means fortifying
yourself against
disease.

To be obtained at all Stores, CHEMISTS
Grocers, &c. throughout Hongkong, China
and Japan.

BOARD AND ROOM WANTED.

IN A FAMILY, for YOUNG GENTLE-
MAN to arrive shortly; about \$100.
Apply
'C. P. R.'
Care of 'CHINA MAIL' Office.
Hongkong, April 18, 1905. 1071

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER.
Hongkong, April 18, 1905. 104

LEE WING & CO. 致
28 & 30, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
Ships, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

NOTICE
DR NEWELL WILSON, DENTIST,
has REMOVED his Office to No. 2
PEDDER STREET, next to the General
Post Office and opposite to the side entrance
to the Hongkong Hotel.
Telephone No. 549.
Hongkong, June 5, 1905. 1094

Business Notices.

BELL'S ASBESTOS

EASTERN AGENCY, LTD.

ENGINE PACKINGS AND JOINTINGS

FOR HIGH OR LOW PRESSURES.

PUMP PACKINGS.

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

LANE CRAWFORD & CO.

NEW STOCK OF

CABIN TRUNKS,

SOLID SOLE LEATHER,

CANVAS, WOOD, &c.

A LARGE SELECTION OF

KIT BAGS, SUIT CASES,

AND EVERY REQUISITE FOR TRAVELLERS.

LANE, CRAWFORD & CO.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, November 3, 1904. 1985

The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.
Terms:—From 12s. per day. TOWN OFFICE:—3, DUDDELL STREET.
Hongkong, March 27, 1905. CABLE ADDRESS: 'PEACEFUL' 18

N. LAZARUS,

OPTICIAN.



10, D'AGUILAR
STREET,
HONGKONG.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1797

IF YOU WANT A GOOD STEAK

VISIT

SAM NEWMAN'S SILVER GRILL ROOMS,
37, DES VŒUX ROAD.
Hongkong, March 28, 1905. 1029

D. NOMA, TATTOOER,

30, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless; and produce a charming effect not
attainable by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1410

LEE WING & CO. 致
28 & 30, LEE YUEN STREET (WEST)
HONGKONG.

GREGOR & CO.,
34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

CHAMPAGNES

PERINET and FILS.

RHEIMS-CHAMPAGNE.

MODERATE IN PRICE, AND ABSOLUTELY
GRAND VINS.
Hongkong, June 9, 1905. 6110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex-Factory.

\$2.70 per Bag, 250 lbs. net, ex-Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905. 2853

FAIRALL & CO.

SEASON'S NOVELTIES

IN ALL DEPARTMENTS.

NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.

22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.
Hongkong, May 20, 1905. 1086

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply

THE MANAGER

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well-Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to

THE MANAGER.

Hongkong, August 1, 1904. 1415

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT
IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,
Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW STOCK JUST LANDED.

Forster's Self-Playing Bridge Cards. Quill Tooth Picks.
Date Stands. Patent Envelope Fasteners and Red Seals.
Combined Box Snow White Correspondence Cards and Envelopes.
Sultan and Pasha Egyptian Cigarettes. Letter Balances. Scrap Albums.
Lawn Bowls. Croquet. Hockey-Balls. Punching Bags. Golf Balls.
Copying Presses—Great Variety—All Sizes.

SOLE AGENTS IN CHINA FOR THE BLOKENSBERGER TYPEWRITER
Model No. 5—\$95.00. Model No. 7—\$125.00.
Quite New. View Book of Hongkong, &c. \$1.00. Post Cards of Hongkong.

SUMMER DRINKS.

HOCKS, WHITE WINES

AND

SAUMUR WINES

MIX EXCELLENTLY WITH AQUARIUS
WATER.

Telephone No. 75.

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD.

Hongkong, June 9, 1905.

+ Flagship of Vice-Admiral Bayle

upon the Japanese. However, having every danger, the flotilla continued to advance, and at 2.35 p.m. it was within two hundred metres of the Russian warship, which was still being fired on by the Chinese. The flotilla discharged two torpedoes at her and the other torpedo-boats on each.

About this time a shell fired by the enemy hit a torpedo tube on the Shikishima, and almost immediately a second shell destroyed another tube on the same vessel, but none of the other Japanese boats sustained any injury. The enemy, on the other hand, was damaged most severely, and several of his vessels were sunk. When sunset came on the fighting was at its height, and the enemy was fast being thrown into disorder. In the meanwhile the 5th destroyer flotilla had completed the sinking of the Borodino, and it was about to join the Second Japanese Squadron when, at 7.25, the flotilla received the signal. A vessel which has the appearance of an enemy's submarine torpedo-boat, has appeared; your flotilla is ordered to attack it; upon this, the destroyer flotilla approached the indicated black object and found that it was a Russian vessel which had turned turtle and was showing its bottom on the surface of the sea. About 30 Russians were clinging to the wreck. In consequence of this discovery the flotilla immediately rejoined the battle line. At sunset, both sides ceased firing, but, when darkness had fairly come on, all the Japanese destroyer flotillas formed into two forces and commenced torpedo attacks as previously arranged. These continued during the whole night. At the first and second attempts the torpedo-boats could not approach the enemy as they were exposed to the latter's searchlights, but at the third attempt the Yagiri, attacking a vessel of the Orel type, succeeded in sinking it. It is certain that other Russian vessels were also torpedoed. It is said that the ship above referred to was being of the Orel class, was subsequently drifting up and down off Yli Island. During the attack, the enemy's vessels continued to move forward, while the Japanese Squadrons maintained an investing formation, as in the day time. The only difference was that the distance between the rival forces was a little wider. At dawn on the 28th, the Russian Fleet tried to make for Vladivostok by the route of Cape Corado, but the Japanese, determined to annihilate the Russians, intercepted their van. At a little past 9 a.m., fighting was again commenced, at a point 12 nautical miles east of Chikuhai Bay, Korea, and was continued throughout the day. During this engagement the Russian warships suffered most severely. Some were sunk and others were captured. Up to the morning of this (Sunday) five out of the nine Russian battleships had been lost.

With regard to the events subsequent to the latter part of the 28th, no detailed account is yet available. It is said, however, that on the night of the 28th another severe torpedo attack was carried out. From the morning of the 29th until 4 p.m. on that day, attacks were continued on the remnant of the enemy's vessels, and the Kirov Sovoroff, the flagship of Admiral Rozhdestvensky, was sent to the bottom.

Count Matsukata, Baron Yamamoto, Minister of the Navy, Baron Kiyoura, Minister of Agriculture and Commerce, Count Hijioka, Baron Kuki, and Count von Arco, the German Minister, proceeded to the Imperial Palace yesterday morning to tender their congratulations on the naval victory.

A Tokyo telephone message to the Mainichi, dated the 30th, states that Baron Yamamoto, Minister of the Naval Department, and Viscount Ito, Chief of the Naval Staff, have jointly sent a congratulatory telegram to Admiral Togo, Commander-in-Chief of the Combined Fleet, on his recent victory. — *Kobe Herald.*

THE RUSSIAN SHIPS AT MANILA.

The *Cablenews* of Manila of June 6, says:—

The horrors and pathos of the struggle between the forces of the Mikado and Czar are brought before Manila by the arrival on June 3 of the Russian cruisers which bore the brunt of the fighting in the naval battle in the straits of Korea in which the Russian armada went down to defeat before the superior strategy and gunnery of the little brown men. The vessels formed the squadron under the command of Admiral Enquist and their great speed, (all are 24 knot ships), enabled them to make for a place of safety after the bulk of the Baltic fleet had been destroyed.

The warships are the first class cruisers "Aurora" and "Oleg" the former the flag ship of Admiral Enquist, and the second class cruiser "Zemchug." They are all modern vessels, belonging to the class of commerce destroyers, the first having been launched at St. Petersburg, in 1900, and the latter two in 1903.

The breach blocks of the vessels have been removed and turned over to Admiral Train, which amounts to a conference. Admiral Enquist, accompanied by Admiral Train, called at the Ayuntamiento yesterday morning and paid their respects to the chief executive.

Governor General Wright, pending instructions from Washington, decided to allow the vessels to remain in the harbor and make the necessary repairs and at a conference held subsequently on board the flagship "Ohio," it was determined to give the "Aurora" 60 days, the "Oleg" 30 and the "Zemchug" seven days to repair. The vessels will be assigned berths behind the breakwater this morning.

The casualties on the three ships in the naval battle were as follows: "Aurora," 15 dead, 31 wounded; "Oleg," 13 dead and 30 wounded, and "Zemchug," 40 wounded.

Thirty-five of the seriously wounded were transferred to the naval hospital at Cavite yesterday morning. Among them is Lieutenant, Prince Portenko, who is reported to be in a critical condition.

The Captain of the "Aurora" was mortally wounded and died a few hours previous to his vessel entering Manila Bay. He was buried at sea.

By courtesy of Insular Surveyor Cairns, a *Cablenews* reporter was permitted to accompany the harbor-master out into the bay yesterday morning, and the Russian flagship was boarded.

The Russian ship was surrounded by a multitude of craft, discharging coal, flour and barrels of machine oil. The ships look unseaworthy. The "Aurora" has a large hole in her starboard bow and left upper works are damaged, apparently by close-range small-caliber gun fire. The "Oleg" was struck no less than 14 times by the shells of the enemy and has two holes on her starboard side, about twenty feet above the water line. The "Zemchug" is the least damaged of the three vessels, having escaped, with some injuries to her centre smoke-stack.

The "Aurora" presented a dirty appearance, and the officers and men were badly soiled uniforms. They were unwashed, unkempt, dirty, gloomy and dejected, and their only amusement since the battle was to hang about the gun out of range of the death-dealing guns of the Japanese and make a port of safety.

The officers gave a graphic description of the greatest of naval battles which was fought in the Tushima straits on May 27.

On the morning of the 27th, while passing through the straits of Tushima, on route to Vladivostok, we were suddenly attacked and surrounded by about ninety torpedo-boats apparently coming from the Japanese base at Takik. A fierce battle ensued in which the Japanese cruiser squadron took part. After seven hours of fighting, the Admiral transferred his flag from the "Oleg," which had been torpedoed eight miles to the "Aurora." The latter vessel then drew the concentrated fire of the enemy. The Japanese pursued the tactics of placing their torpedo boats in front to make the attack, while the battleships and cruisers lay off and bombarded at a five mile range.

SUICIDE OR PLAGUE.

A Strange Death.

A peculiar case came under the notice of the police yesterday in which the death of a Chinese girl named Wong Kwei Ho resulted. It appears that the girl had a sweetheart who had promised to take her out for the day on Wednesday, to the Dragon Boat Festival. On the morning of the festival, however, he came to her house and said that he had no money and therefore could not keep his promise and further was going abroad. The girl was greatly distressed at this and shutting herself up in her room cried all day and refused to come to her meals. When called at about 5 p.m. no answer was received from her room and on entering it she was found to be dead. Her mouth was full of opium and there was a good deal of the drug lying about the room so that it was supposed that she had brought about her end by taking opiates. The police heard of the death and had the body removed to the mortuary where it was found that the cause of death was plague, and not due to the effects of opium as at first seemed probable. The fact of the girl having taken opium is explained in two ways. First amongst Chinese it is common to take the drug to allay the pains in the earlier stages of plague and in the case of death from plague it is a common practice to try and disguise the fact in order to avoid fumigation of the house and other sanitary precautionary measures.

THE "TRAVANCORE."

A SUCCESSFUL TOW.

The Vessel at the Docks.

The sailing ship "Travancore" (Captain Chamberlain) which went ashore on Fokai Point on June 1, was successfully towed into the harbour yesterday afternoon by the Hongkong and Whampoa Dock Company's tug "Robert Cooke" (Captain McLane). It will be remembered that the "Robert Cooke" towed the "Travancore" to Harbin Bay, and anchored in the lee of the island pending the arrival of pumps, etc. The "Robert Cooke" then left for Hongkong and on arrival pumping gear was taken on board, comprising two five-inch pumps and a boiler. A diver also accompanied the tug. On arrival at Harbin Bay those on the tug and that during the tow the "Travancore" had grounded. She was perfectly upright, there being no list on her at all, which was considerably the reverse of the condition of the sailing ship when the "Robert Cooke" left her in Harbin Bay. On boarding her on Sunday morning it was seen that her decks were dry, but the water in the holds was within two feet of the decks. The "Travancore" pumps were at work being manned by about fifty coolies who had been obtained from the shore. Of what utility their efforts proved it is hard to say, but they did not seem to make much impression on the water in the ship. The boiler and pumping gear from the "Robert Cooke" were placed on board the "Travancore" and the work of erecting the necessary appliances was commenced. Meanwhile the diver had descended to examine the state of the hull. He found that there were no holes in the ship's bottom, but saw that her plates were bent and buckled. He closed about twenty rivet holes between the main and mizzen masts, which he saw were open, and reported all the plates under the bilge were badly strained and buckled, some being started. Going to the bow the diver examined it and it also was in a bad state. For about twenty feet along the starboard side the ship was badly bent and buckled. This was where the ship first came into contact with the rocks. The diver further reported that the rudder and stern post were not damaged.

By one o'clock on Sunday afternoon the pump, which was erected in the fore-tween decks, commenced operations, but the result of pump working was hardly apparent for some time.

Next day the diver again made an examination of the bottom of the ship and he discovered that during the night about twenty-five rivet holes had burst. By the second pump began to work. The prospects of an early departure began to improve, but misfortune was at hand, for that same afternoon a steam pipe burst, incapacitating one of the pumps. There was nothing left to do but to return to Hongkong for another pump and accordingly the "Robert Cooke" made the trip, arriving here at night on Monday. A larger pump—nine inches—was procured from the Hongkong and Whampoa Dock Company, and early on Tuesday morning the third—and last—trip was made. When this pump began to work the end began to be apparent. The water was fast lowering in the ship and she was becoming lighter every moment. On Wednesday morning the "Travancore" left the bottom and floated, rising slightly to starboard. She went over to about an angle of 21 degrees, but went back again to about 12 degrees. The diver again made an inspection of the hull, this time being able to report that all seemed as right as could be expected. Pumping went on and the water was continued all the while, and when the water was so far reduced as to barely cover the ballast Captain McLane decided to commence the tow to Hongkong. Accordingly the hawser was made secure and with full steam on the "Robert Cooke" began the return journey. Harbin Bay was left at 6.15 on Thursday and Hongkong was reached at 2.30 p.m. the same day. On the way down the "Travancore" began to add to her list, until when she reached the docks she had a great list to starboard and she had taken in a good deal of water.

During the pumping operations the Captain, officers and crew of the "Travancore" manned their own pumps for a time. The crew also closed the sails up and tightened the stays and braces of the vessel. The "Travancore" is now lying off the docks and looks in need of the docking she will undergo.

RUSSIA'S DISGRACEFUL DEFEAT.

How it is Regarded in Japan.

(From Our Correspondent.)

Tokio, May 30.

The difficulty in which all the correspondents here are placed has been strikingly exemplified during the past four days. Being at headquarters we should know more about the great naval fight in the Tushima Straits than you, but as a fact we know next to nothing. On the evening of the 27th a rumour went round that the boats were engaged but absolutely no information was given by either the Government or the press as to the numbers of ships engaged or the locality of the engagement. The papers were expressly forbidden to publish anything and the inevitable result was that loud-mouthed Rumour had a glorious innings. Time after time I was taken aside by men, foreigners of course, bursting with the importance that the possession of exclusive news gives, and was gravely informed that the Japanese fleet had been badly beaten and that the war was in effect over.

I received enough information, and thrilling information at that, on the 27th and 28th to fill half a dozen issues of the *CHINA MAIL*. It was magnificent copy in every respect save for the one little drawback that it had absolutely no foundation in fact. But yesterday afternoon the official report was given out and the streets were given over to the "gogal-man." With the rapidity taught by constant practice the national flags were run up on the crossed poles which were raised for the purpose at the beginning of the war at the junctions of the more important streets. In parenthesis it may be remarked that possibly one of the greatest factors in the making of the Japanese triumph has been their absolute inability to realise that there was any prospect of defeat. Japan has never yet been defeated and a loyal Japanese, and they are all loyal, cannot conceive the possibility of such a thing occurring.

While there are manifest dangers incidental to this frame of mind by reason of the utter dejection and dismay which would follow the occurrence of the inevitable, the primary effect of this magnificent national self confidence is to bring about those results which we Britishers love to declare spring from our lamentable failure to understand when we are beaten.

Reverting to the announcement of the great victory (notwithstanding the paucity of official news I feel justified in so styling it) a foreigner could not help being more impressed by the self restraint of the people. It is an open secret that even in the best informed quarters a certain anxiety was felt when it became known that Rozhdestvensky's fleet had actually resolved to put the issue to the touch. Confidence was felt, of course, that Japan would be victorious, but it was feared that success might be purchased at a cost which, while she is prepared, she scarcely likes to face. Notwithstanding the immense revulsion of feeling which Togo's triumph has occasioned there is no wild and delicious "mafficking," no violent but understandable puffing out of the public chest. A visitor just arrived for the first time at Tokio might conclude from the display of bunting that it was the Emperor's birthday or some such occasion for well-regulated public rejoicing, but he would never dream that a naval victory which had been threatening the nation's existence was being celebrated. We can learn other things from the Japanese, than skill in the arts of war.

Not without interest is a study of the attitude taken up by the foreigners resident there since the result of the struggle for the supremacy of the sea became known. We have all sorts of types here, anti and pro-Japanese and others who tread the diplomatic middle path. But among all there is a consensus of opinion that Russia has been absolutely degraded in the eyes of the world by her naval officers. That Rozhdestvensky—should be defeated was regarded as probable by some and possible by all, but that any body of men wearing the Czar's uniform should surrender to the enemy, such a gigantic factor as a battleship, (we are told that two have surrendered), is held to be a traitor pure and simple. I would sooner wear a convict's garb in the streets of St. Petersburg to-day, said a German gentleman to me last night, "than appear in a Russian naval uniform. I would receive and deserve more respect." My own views are of little consequence, but I have seen the Russian flag on land and I condemn him as a brave man. But put the Russian on a ship and he appears to immediately become a poltroon. My theory, although, as I have said, its value is infinitesimal, is that the terrific strain which must needs fall upon the intellects of naval commanders drives the Russians to seek the aid of what we call "dutch courage," and that consequently the ships are taken into action by men who are too muddled to possess the sudden initiative and instant resourcefulness which are everything in marine warfare. A land battle is a more obvious matter, and under modern conditions the fate of even an army division is condition of the commanding officer. The sea is not entirely dependent upon the mental and not entirely dependent upon the physical of the commander of a warship. The case is prejudged and the verdict already secured. I am not sending you any details of the battle chiefly because, as I have indicated already, you know much more about it than I. We look out anxiously for our *CHINA MAIL* here in order to get some news of the war.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship, Mr. F. T. Pigott, Chief Justice.)

Friday, June 9.

A FIRM'S HEAVY LOSSES.

Messrs Dodwell and Company, Limited, sued Mr Ernest James Moss for \$34,631.40.

Mr H. K. Pollock, K. C. (instructed by Mr H. G. C. Bailey, of Messrs Johnson, Stokes and Master) appeared for the plaintiff.

There was no appearance entered for defendant.

Mr Pollock announced that he had obtained leave, on May 27, to proceed ex parte. The statement of claim set forth that plaintiffs carried on business in Hongkong and elsewhere, and that the defendant was a merchant, lately of Shorefield, Garden Road, Hongkong. The defendant was, for some years prior to June 6, 1901, a partner with G. B. Dodwell and Frederick E. Richards in the firm of Dodwell, Carill and Company, carrying on business at Fochow, Colombo and London, the head office being at Fochow. On June 5, 1901, Mr Richards retired from the company and Messrs Moss and Dodwell carried on the business until December 31, 1901. By an agreement entered into on November 23, 1901, between the plaintiff and Messrs Moss and Dodwell it was agreed that the business of the firm of Dodwell, Carill and Company should be liquidated by the plaintiff up to December 31, 1901, and that from and after that date the plaintiffs would carry on the business on their own account. It was also agreed that the plaintiffs would be accountable to Messrs Moss and Dodwell in respect of any profits which accrued from the liquidation and that Messrs Moss and Dodwell should be liable for any loss arising out of the liquidation. The liquidation, in fact, resulted in a heavy loss, and the sum of \$34,631.49 is due and owing by the defendant to the plaintiffs in his share thereof from the balance sheet made up by the plaintiffs and signed by the defendant as plaintiffs' manager at Fochow. The plaintiffs claimed, therefore, \$34,631.49, together with interest at 8 per cent, per annum from the date of the writ until payment of judgment.

Mr G. H. Medhurst, director and manager of the Hongkong office of Messrs Dodwell and Company, stated that the agreement, between the plaintiff and Messrs Moss and Dodwell, was drawn up and signed by both parties. He also received a balance sheet from defendant (as manager of Messrs Dodwell and Company, Limited, Fochow), in which a debit balance was shown against E. J. Moss.

Judgment was delivered for plaintiffs, with costs.

Mr Pollock made an application for a writ, together with a request for execution, to be sent to the Consular Court at Fochow, under clause 41 of the Order in Council of 1865. This was necessary as Mr Moss was in Fochow.

The Chief Justice granted the application.

CORRESPONDENCE.

THE PEAK TRAMWAY.

(To the Editor of the "CHINA MAIL.")

June 9, 1905.

Sir—As some of the hard facts in my letter of the 7th instant to the Press agent to have disturbed the General Managers and brought forth a reply from them in which, instead of a request for execution, to be sent to the Consular Court at Fochow, under clause 41 of the Order in Council of 1865. This was necessary as Mr Moss was in Fochow.

The Chief Justice granted the application. In dealing with the revenue returns from the new company, the General Managers dispute my statement as to the revenue return for the next three or possibly four or five years will be the revenue returns earned by the old company, and we will have to remain satisfied (during that period) with a division of only one-third of those profits. I claim that my statement is not disproved because "shares in the new company issued by the old company" will be fully paid up and entitled to dividends on the full amount of \$10 per share from the formation of the company; neither do I consider this inviting because "on the other hand the remaining (two-thirds of the shares) will only be entitled to dividends on the amount paid up for the time being, which will certainly not exceed \$5 per share for the first year and may be less."

Then again: if the promised dividends on the two-thirds of the \$5 or \$10 shares of the new company do not come from the earnings of the old company and the pockets of the old shareholders, where do they come from? To assist in the rotation of the new company, we are asked to begin immediately, and to continue for a period of at least three years giving away sufficient from our present profits to investors in the new line so as to bring them in an immediate return and thus perhaps justify investment in a venture that would otherwise be difficult to float. It must not be forgotten that it is the old company which proposes building the opposition line, but a new company, and unless I am once more mistaken they can only succeed in floating their scheme if permitted to buy out at a price more advantageous to them than to us.

I am still of the opinion that there is not sufficient traffic for a second line through the Peak, nor of any secondary necessity for another even in substitution for the old line, consequently I am forced to the conclusion that the General Managers and the Consulting Committee, who claim to represent or control 75% of the shares of the old company, are beginning to realize that they overestimated the importance of the proposed opposition, and overstepped their

elves in committing the Company to the Government for the construction of this new line. I have no objections to their committing themselves individually, but I do will protest against their having committed the Company without first having received the consent of all the shareholders.

The investing public of Hongkong usually look for a return on their investments, and it is still a very debatable question as to whether an investment in the new line would have been sufficiently inviting to warrant its being built for many years to come, and the present line operating against it for through "Peak" business, and the only other business in sight, being that below Coudai Road level—consequently the scheme now proposed by the General Managers and Consulting Committee is not inviting, no matter how cleverly colored, to say nothing of the future prospects of the new line or its ability to injure when born of its own foot of success, viz: the revenue-earning old line. This may explain the desire to force the scheme through notwithstanding the protest of shareholders representing at least 271 shares out of 1920.

Concerning the estimate of the General Managers as to the injury the opposition line can do financially, I contend that it cannot and will not injure us financially as much as this voluntary sacrifice they are now trying to force us into; and, in this connection, I question the good taste of the General Managers in giving expression or prominence, in the latter portion of their letter, to the power vested in them and the Consulting Committee in the matter of adjusting future dividends—some people might consider this in the light of a veiled threat liable and likely to injure rather than to improve their prospects of success. "Might" is not regarded and permitted as "right" in British law.

In conclusion, it is not necessary to make any reply to the General Managers' closing remarks in connection with my ownership of shares in the old company, as they are quite beside the question. Yours truly,

D. E. BROWN.

BY WHARF AND WAVE.

A Berelaren correspondent telegraphs that the destroyer "Syren" was taken off the rocks on May 4. Her shattered frame was beached in two parts at Milova strand, on the mainland, which is about two miles from the scene of the disaster. She will be temporarily repaired at Berelaren prior to her removal to an English dockyard.

On July 1st the Canadian Pacific Company will establish its own Agency at Shanghai. Mr. A. Ross Owen, formerly of the Company's service at Hongkong and Yokohama, has been appointed Agent, but Messrs Jardine, Matheson and Company will continue as formerly, to act as Agents at the other China Coast and Yangtse Ports.

To-day's Advertisements



IT IS HEREBY NOTIFIED that the QUEEN'S RECREATION GROUND will be CLOSED for repairs on the 19th instant, and until further notice.

By Order, W. CHATHAM, Director of Public Works.

Hongkong, June 9, 1905. 1132

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE COMPANIES, on

FRIDAY AND SATURDAY, the 10th and 11th June, 1905, commencing each day at 2.30 p.m. sharp, at their SALES ROOMS, No. 8, DES VEXES ROAD, Corner of Ice House Street.

A VERY FINE COLLECTION OF JAPANESE CURIOS AND WORKS OF ART.

SILK-EMBROIDERED PALACE AND TEMPLE HANGINGS, BED COVERS, CURTAINS, VERY FINE SATSUMA TEA SETS, VASES, WALL PLATES, INCENSE BURNERS, BRONZE AND BRASS VASES, SILK-EMBROIDERED SCREENS, GOLD AND SILVER CHINESE WARE, IVORY CARVINGS, GOLD LAQUEERED CABINET, &c., &c.

Catalogues will be issued. Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, June 9, 1905. 1133

DOUGLAS STEAMSHIP COMPANY.

FOR SWATOW.

THE Company's Chartered Steamship EMMA LYCKEN, Captain MARTENS, will be despatched for the above Port on SUNDAY, the 11th inst., at 2 p.m.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, June 9, 1905. 1127

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER JAY.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HOVENKOP and KOWLOON WHARF AND GODOWS COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From LONDON, &c., ex s.s. *Arctica* Optional Goods will be landed under these instructions are given to the contrary before 3 p.m. To-day.

Goods not cleared by the 10th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, June 9, 1905. 1120

To-day's Advertisements

BEFORE DECIDING ON THE PURCHASE OF A TYPEWRITER CALL AND INSPECT THE NEW MODEL



For Particulars, apply to KELLY AND WALSH, Hongkong.

Or to the YOST TYPEWRITER CO., LD., 50, HOLBORN VIADUCT, LONDON, E.C.

Hongkong, January 8, 1904. 20-6

NOTICE.

JANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & COLLARD, BROADWOOD, ALLISON, CHALLENGER and DORNER. And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.

JANE, CRAWFORD & CO. Hongkong, May 13, 1905. 956

KOWLOON BOWLING GREEN CLUB.

A SPOON COMPETITION will take place on the GREENS, Austin Road, on MONDAY, 12th June, at 4.30 p.m.

A. R. KINROSS, Hon. Secy.

Hongkong, June 9, 1905. 1119

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE and FIDELITY Guarantee Policies issued at Lowest Current Rates.

W. H. TRENCHARD DAVIS, Branch Manager & Underwriter.

Hongkong, June 9, 1905. 1128

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 21st June, 1905, at 11 a.m., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1905, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, 17th to WEDNESDAY, 21st June, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, June 9, 1905. 1130

CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the above named Company will be held in the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 21st June, 1905, at a quarter past eleven o'clock a.m., when the following resolution will be proposed:—

Should the Resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second extraordinary meeting which will be subsequently convened, and in the event of it being confirmed the shares will be offered to Shareholders in the Register on the 18th day of July proportionate to their then holdings, and all shares not applied for by Shareholders will be disposed of by the General Managers in accordance with Articles 4 paragraph 2 of the Company's Articles of Association.

RESOLUTION:—That the Capital of the Company be increased to \$50,000, by the creation of 20,000 new shares of \$10.00 each.

Hongkong, June 6, 1905. 1131

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO.

THE Steamship "CAPTAIN H. D. JONES," will make a Special Trip EVERY SUNDAY to Macao and back.

Hour of Departure:—From Hongkong at 9 a.m., arriving at Macao about Noon. From Macao from 4 p.m. to 7 p.m., to suit tide, arriving at Hongkong about 3 hours after departure.

Fares:—1st Class Single \$2. Return \$4. 2nd Class Single \$1. Return \$2. Children under 12 Half-price.

Tickets may

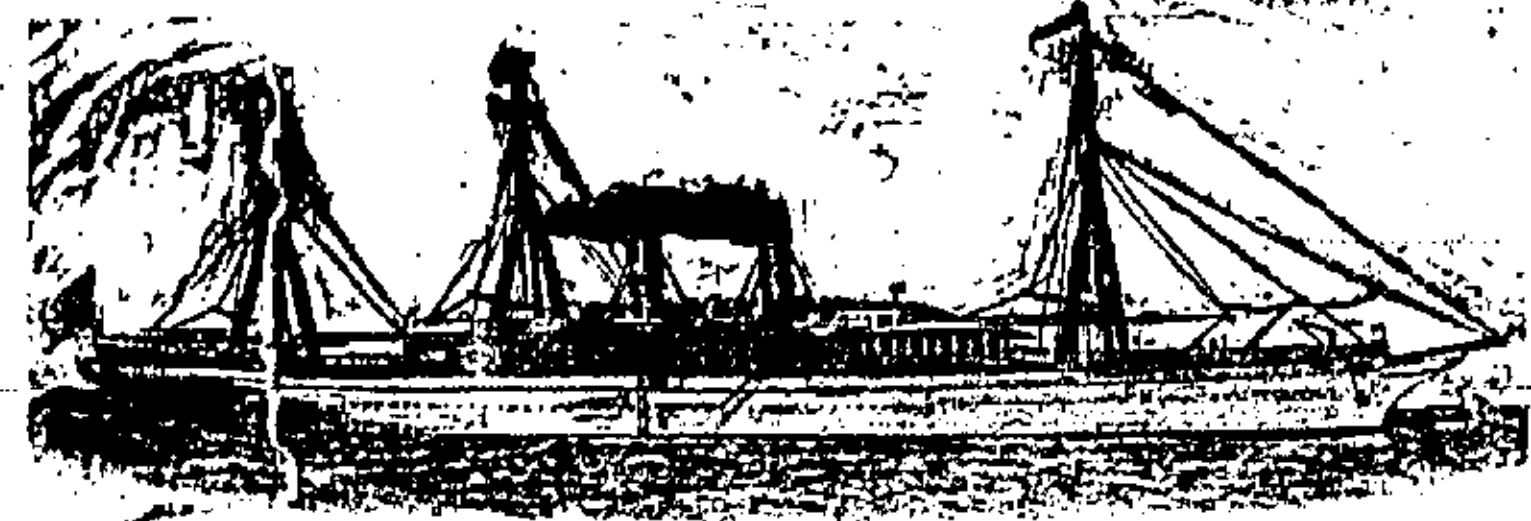
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
YAMAMOTO, VIA SHANGHAI, MOJI AND KOBE (Passing through the INLAND SEA.)	JAVA	Daylight, 11th June.	Freight and Passage.
SHANGHAI	BIHILA	About 15th June.	Freight and Passage.
LONDON, &c.	BENGAL	Noon, 17th June.	See Special Advertisement.
LONDON & ANTWERP, Via Suez, Pango, Cebu Port, SAID AND MARSHALLS.	PALERMO	About 27th June.	Freight only.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 9, 1905.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. EMPRESS OF INDIA	6000 TONS.	WEDNESDAY, June 21.
R.M.S. TARTAR	4425 TONS.	WEDNESDAY, July 5.
R.M.S. EMPRESS OF JAPAN	6000 TONS.	WEDNESDAY, July 12.
R.M.S. EMPRESS OF CHINA	6000 TONS.	WEDNESDAY, Aug. 2.
R.M.S. ATHENIAN	3882 TONS.	WEDNESDAY, Aug. 9.

Hongkong to London, 1st Class, via St. Lawrence 260, via New York 262.
Intermediate on Steamers, 240, and 1st Class Rail, 242.

THE magnificent "EMPEROR" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually makes the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, Pedder Street.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	Captain.	To SAIL AT DAYLIGHT ON.
NICOMEDIA	4370	WAGNER	June 26, 1905.
SOMANIA	4370	BRENNER	July 16, 1905.
ARABIA	4483	METZGER	Aug. 6, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, May 26, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, Via SWATOW AND AMOY.	PROTEUS	SUNDAY, June 11, 8 a.m.
SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	CLARA JEBSEN	TUESDAY, 13th June.
ANPING, Via SWATOW AND AMOY.	PROMISE	WEDNESDAY, June 14, 10 a.m.
TAMSUI, Via SWATOW AND AMOY.	FRITHJOF	SUNDAY, 18th June, 8 a.m.

ON account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured in order for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 6, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, June 9, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
FLAUDUS	3753	F. G. Purington	About June 30.
SEAWARD	3806	E. V. Roberts	About July 12.
TREMONT	3806	T. W. Garlick	About Aug. 8.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. Seaward and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, May 9, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	YANOTSE	11th June.
GLASGOW AND LIVERPOOL	FOXTON HALL	15th June.
GLASGOW AND LIVERPOOL	AXAX	23rd June.
GLASGOW AND LIVERPOOL	IMONEN	30th June.
GLASGOW AND LIVERPOOL	STENTOR	7th July.
GLASGOW AND LIVERPOOL	PATROCLOS	14th July.
GLASGOW AND LIVERPOOL	KEEPO	18th July.
GLASGOW AND LIVERPOOL	PARING	18th July.
GLASGOW AND LIVERPOOL	ACHILLES	28th July.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES & LIVERPOOL	DEUCALION	20th June.
AMSTERDAM, LONDON & ANTWERP	GLACIUS	24th June.
LONDON, AMSTERDAM & ANTWERP	GLACIUS	4th July.
LONDON, AMSTERDAM & ANTWERP	GLACIUS	18th July.
GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	20th July.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	1st August.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	16th August.
GENOA, MARSEILLES & LIVERPOOL	STENTOR	20th August.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES OF
AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and YANOTSE.	YANOTSE	14th June.
ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	KEEPO	18th July.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	OSAPA	20th June.
	TELEMACHUS	18th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

HONGKONG, June 9, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
AMOI & SHANGHAI	FOOCHOW	10th June, 4 p.m.
SHANGHAI	PAOTING	June 10, Daylight.
SHANGHAI	KIUKING	12th June.
SHANGHAI	TEAN	13th June.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGHUA	13th June.
SHANGHAI, WEIHAIWEI, CHEFOO	CHIEH	20th June.
CEBU & LOILO	KARONG	22nd June.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, June 9, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms; Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila.	June 10, at Noon.
RUBI	2540	A. H. Notley	Manila.	June 17, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

Hongkong, June 5, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST.)

Steamship.	Tons.	Captains.	For	Sailing Dates.
S.S. NORDPOL				About 15th June.
S.S. INDRAWADI				About 25th July.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, May 18, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.
With Liberty to Call at Malabar Coast.
Proposed SAILINGS FROM HONGKONG

STEAMERS	To SAIL
MONTROSE	About June 27.
ST HUGO	About July 15.
SHIMOSA	To follow.

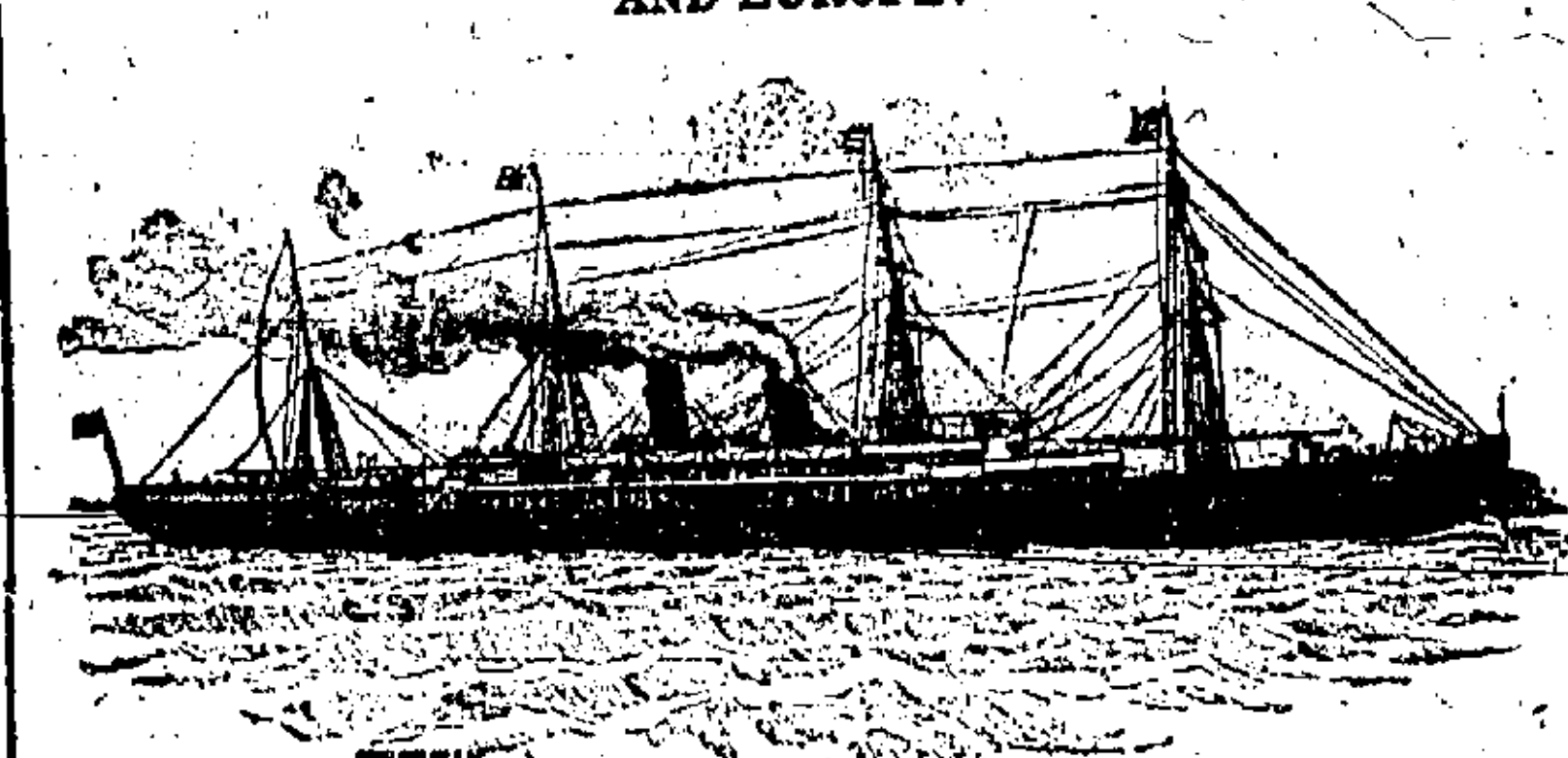
For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

Hongkong, June 9, 1905.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND
ORIENTAL S.S. CO., TOYO KISEN KAISHA.U.S. MAIL LINES.
VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
KOREA	11,276 Gross Tons. TUESDAY, 13th June, at Noon.
COPILO	4,362 " THURSDAY, 22nd June, at Noon.
SIBERIA	11,284 " THURSDAY, 6th July, at Noon.
MONGOLIA	13,639 " TUESDAY, 18th July, at Noon.
MONGOLIA	5,060 " FRIDAY, 28th July, at Noon.
DORIO	4,784 " FRIDAY, 11th August, at Noon.
MANCHURIA	13,639 " FRIDAY, 18th Aug., at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-25th, 1902; 10 days, 15 hours.

THE P. M. Steamship KOREA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HONOLULU on TUESDAY, the 13th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

S. SILVERSTONE, Agent.

Hongkong, May 31, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, Via SWATOW, TIENTSIN, SUNDAY, June 11, Daylight		
SOURABAYA AND SAMARANG	CHUNSAUNG	TUESDAY, June 13, at 3 p.m.
SINGAPORE, PENANG, NAMSANG		WEDNESDAY, June 14, at Noon.
AND CALOUTTA		
TIENTSIN	WOSANG	WEDNESDAY, June 14, at 3 p.m.

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

765

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

The following Chartered Steamers will run at intervals of about 3 Weeks—

STEAMERS	Captains
S.S. SWANLEY	J. P. DAWSON.
S.S. COURTFIELD	J. W. MARTIN.
S.S. ORANLEY	W. E. STEELE.
S.S. IRKAL	M. ROBERTSON.
S.S. ACHON	C. E. COX.
S.S. LUTHERAN	J. G. WILLIAMSON.
S.S. INKUM	E. S. PEARSE.
S.S. SIKH	J. ROWLEY.
S.S. SOFALA	GET SHEPHERD.
S.S. INDRAHAMA	R. P. CHAVEN.
S.S. INDRAVELLI	J. COLLINGTON.
S.S. SEALDA	GEO. BROWN.
S.S. CATHERINE PARK	OFF. DEAN.
S.S. INKULA	

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship POLYNESIAN, Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 13th June, 1905, at 1 p.m.

Passage Tickets issued through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next Sailings will be as follows: S.S. CALEDONIAN June 27, 1905. S.S. OCEANIAN July 11, 1905. S.S. TOURNAIEN July 25, 1905.

G. DE CHAMPEAUX, Agent.

Hongkong, May 30, 1905.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship KENNEDY will be despatched for the above ports about EARLY JULY, 1905.

For Freight, etc., Apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, 4 Des Voeux Road Central.

Hongkong, May 18, 1905.

GREAT NORTHERN STEAMSHIP COMPANY.

Operating in conjunction with THE GREAT NORTHERN AND NORTHERN PACIFIC RAILWAY OF U. S. A.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (Passing through the INLAND SEA OF JAPAN).

THE Magnificent New Twin-screw Steamship MINNESOTA, Tons 20,718 Gross Reg. Captain J. H. RINDER.

Will sail on or about MONDAY, 19th June, at Noon, conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.

This Steamer is luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Speedy Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS are carried at low rate to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to NIPPON Yusen Kaisha, Agents.

Hongkong, June 3, 1905.

Shipping.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TAINIA, &c.)

THE Steamship EASTERN, Captain Ellis, will be despatched for the above Ports on SATURDAY, the 10th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardesses are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, May 8, 1905.

NAVIGAZIONE GENERALE ITALIANA.
(FLORIO & RUBATINO UNITE COMPANIES.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ALEX. SUEZ, PORT SAID, MISSISSA, NAPLES, LEBRON, and GENOA; also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine, and SOUTH AMERICAN Ports up to CALLAO.

(Taking Cargo at through rates to PERALTA, GULF and BAODAD, also BARCELONA, VALPARAISO, ALICANTE, ALMEIDA and MALAGA.)

THE Steamship CAPELLI, Captain Brisio, will be despatched as above on SATURDAY, the 10th Instant, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, June 6, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

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